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*The Navigable Rhine.* By EDWIN J. CLAPP. Hart Schaffner and Marx Prize Essays in Economics, IX. (Boston: Houghton Mifflin Company. 1911. Pp. xvii, 134. \$1.00.)

*The Port of Hamburg.* By EDWIN J. CLAPP. (New Haven: Yale University Press. 1911. Pp. xiii, 214. \$1.50.)

These two studies of German waterway and harbor development are in many respects important contributions to the literature of transportation. Both books are written in unusually readable style; they are well illustrated, and contain comprehensive bibliographies. *The Navigable Rhine* was granted first place in the Hart Schaffner and Marx prize essay competition in 1910; and the complementary volume, dealing with the Elbe river as well as the port of Hamburg, is equally well done.

In *The Navigable Rhine*, the early history of the river, its relation to continental trade routes, and the long struggle for the abolition of the exorbitant tolls charged by river barons at every turn, constitute the first portion of the book. This is followed by an account of the relative decline of river traffic, which occurred between 1850 and 1875 coincidently with the development of railway transportation in Germany; and by an analysis of the causes of the revival of river transportation in recent years. Chief among these are the growth of a heavy tonnage in bulky materials, mainly coal, iron ore, and grain; the nationalizing of the German railways and the consequent elimination of ruinous competition; and the development of commodious harbors, wharves, and shipping facilities, by riparian cities.

*The Port of Hamburg* contains, in addition to a good description of river and port facilities, an excellent account of Hamburg's oversea steamship lines and traffic; her shipbuilding industry and her general trade; and a discussion of the German policy of state aid in the development of a merchant marine. In both studies the descriptive portion of the work is exceptionally good.

The chapters which should prove of most interest to American readers are those concerned with the question of river and rail rates. But unfortunately here the author has not maintained the high standard shown elsewhere. He seems to have taken it for granted that water transportation is substantially cheaper than that by rail; and that a few illustrative rates will suffice to enlighten those not aware of the fact. But in comparing rates by rail and water, Mr. Clapp makes no mention of the fact that

railway rates cover the entire cost of the railroad and afford large profits to the state besides, whereas the water rates cover merely the haulage costs of the boat companies plus a reasonable profit thereon, the state having to meet a large deficit each year on account of interest and maintenance charges. Again, the author observes that in order to be successful, a harbor and a river must have a *hinterland* of wide area. Riparian traffic alone is not sufficient to make a water route successful; and transshipping from rail to water is therefore a necessity. But the author has given no attention to the question whether the cost of transshipping from rail to river or vice versa is not prohibitive; nor does he make any recognition of the fact that the German government fixes only nominal rates for transshipments, much less than the actual cost of the service—the deficit coming out of general taxation. The fact is that German rail rates are purely arbitrary; it is not intended that they should compete with the waterways for certain kinds of traffic. A comparison of rates, therefore, proves nothing as to the economic efficiency of the rival carriers. Whatever may be the truth of the matter as regards the cost of transportation by river and by rail, Mr. Clapp has not adequately treated the subject. It is especially to be regretted that by innuendo, at least, the author expresses the conviction that virtually all water transportation, whether by naturally navigable river or artificial canal, is cheaper than that by rail. The lesson taught, moreover, seems to be that the United States should follow the example of Germany, and make the most of its water transportation possibilities.

The last chapter of *The Navigable Rhine* purports to be a comparative study of the Rhine and the Mississippi. Here, again, the work is not thorough. It is observed that, if transportation is to become important on the Mississippi, coöperation must be maintained between the railways and the river, and the river must be enormously improved. But as to the cost of such a development, as compared with that on the Rhine, Mr. Clapp is wholly silent. It is stated that physical difficulties in the way of harbor construction are not insurmountable, if only the Mississippi cities will shake off their apathy and undertake the task in earnest; but again there are no comparisons as to the probable cost. It is suggested that the Mississippi is not so situated with reference to trade routes as to secure a traffic comparable to that on the Rhine. This is only too true, and it is to be regretted that Mr. Clapp did

not carry his investigations further in an effort to determine whether, with the greater cost of improving the Mississippi and the much smaller traffic available, it would be, after all, worth while to undertake an extensive improvement of that river.

On the descriptive side, the books are exceptionally good; but on the economic side, they are unconvincing.

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NEW BOOKS

BOHME, A. *Zur Entwicklung der Binnenschiffahrt in der Provinz Posen.* Tübinger staatswissenschaftliche Abhandlungen, No. 18. (Stuttgart: F. Enke. 1911. Pp. viii, 106. 3.60 m.)

COQUET, E. *L'organisation administrative et financière des chemins de fer de l'Etat.* (Paris: Giard & Brière. Pp. 52. 2 fr.)

DUNN, S. O. *The American transportation question.* (New York: Appleton. 1911. Pp. 289. \$1.50.)

DUSSOL, A. *Les grandes compagnies de navigation et les chantiers de constructions maritimes en Allemagne.* (Paris: Pedone. 1912. 35 fr.)

EDWARDS, A. *Panama; the canal, the country, and the people.* (New York: Macmillan. 1911. Pp. 585, maps. \$2.50.)  
Partly reprinted from various periodicals.

EHLERS, O. *Der Ostkanal ein Wirtschaftskanal von der Weichsel nach den masurischen Seen.* (Berlin: W. Ernst & Sohn. 1912. Pp. iii, 40. 3.60 m.)

FERRONI, F. *Un organismo ferroviario moderno. Le ferrovie di Stato svizzere. 1903-1910.* (Bologna: Verlag von Nicola Zanichelli.)

HEMMEON, J. C. *History of the British post office.* Harvard economic studies, Vol. VII. (Cambridge: Harvard University. 1912. Pp. xi, 261. \$2.)  
To be reviewed.

KILLIK, S. H. M. *Manual of Argentine railways.* (London: Effingham Wilson. Pp. 96. 75c.)

KIRCHOFF, H. *Die deutsche Eisenbahngemeinschaft.* (Stuttgart: J. C. Cotta. 3 m.)

FORBES-LINDSAY, C. H. A. *Panama and the canal today.* New revised edition. (Boston: L. C. Page. 1912. Pp. xiii, 474, illus., maps. \$3.)